

Assured by a single dose of Chamberlain's Colic, Cholera and Diarrhoea Remedy. Only at the drug store cost 10¢ a second dose required. Price 10¢. For the

1995, 1996, 1997, 1998, 1999, 2000, 2001, 2002, 2003, 2004, 2005, 2006, 2007, 2008, 2009, 2010, 2011, 2012, 2013, 2014, 2015, 2016, 2017, 2018, 2019, 2020, 2021, 2022, 2023, 2024, 2025, 2026, 2027, 2028, 2029, 2030, 2031, 2032, 2033, 2034, 2035, 2036, 2037, 2038, 2039, 2040, 2041, 2042, 2043, 2044, 2045, 2046, 2047, 2048, 2049, 2050, 2051, 2052, 2053, 2054, 2055, 2056, 2057, 2058, 2059, 2060, 2061, 2062, 2063, 2064, 2065, 2066, 2067, 2068, 2069, 2070, 2071, 2072, 2073, 2074, 2075, 2076, 2077, 2078, 2079, 2080, 2081, 2082, 2083, 2084, 2085, 2086, 2087, 2088, 2089, 2090, 2091, 2092, 2093, 2094, 2095, 2096, 2097, 2098, 2099, 2100, 2101, 2102, 2103, 2104, 2105, 2106, 2107, 2108, 2109, 2110, 2111, 2112, 2113, 2114, 2115, 2116, 2117, 2118, 2119, 2120, 2121, 2122, 2123, 2124, 2125, 2126, 2127, 2128, 2129, 2130, 2131, 2132, 2133, 2134, 2135, 2136, 2137, 2138, 2139, 2140, 2141, 2142, 2143, 2144, 2145, 2146, 2147, 2148, 2149, 2150, 2151, 2152, 2153, 2154, 2155, 2156, 2157, 2158, 2159, 2160, 2161, 2162, 2163, 2164, 2165, 2166, 2167, 2168, 2169, 2170, 2171, 2172, 2173, 2174, 2175, 2176, 2177, 2178, 2179, 2180, 2181, 2182, 2183, 2184, 2185, 2186, 2187, 2188, 2189, 2190, 2191, 2192, 2193, 2194, 2195, 2196, 2197, 2198, 2199, 2200, 2201, 2202, 2203, 2204, 2205, 2206, 2207, 2208, 2209, 2210, 2211, 2212, 2213, 2214, 2215, 2216, 2217, 2218, 2219, 2220, 2221, 2222, 2223, 2224, 2225, 2226, 2227, 2228, 2229, 2230, 2231, 2232, 2233, 2234, 2235, 2236, 2237, 2238, 2239, 2240, 2241, 2242, 2243, 2244, 2245, 2246, 2247, 2248, 2249, 2250, 2251, 2252, 2253, 2254, 2255, 2256, 2257, 2258, 2259, 2260, 2261, 2262, 2263, 2264, 2265, 2266, 2267, 2268, 2269, 2270, 2271, 2272, 2273, 2274, 2275, 2276, 2277, 2278, 2279, 2280, 2281, 2282, 2283, 2284, 2285, 2286, 2287, 2288, 2289, 2290, 2291, 2292, 2293, 2294, 2295, 2296, 2297, 2298, 2299, 2300, 2301, 2302, 2303, 2304, 2305, 2306, 2307, 2308, 2309, 2310, 2311, 2312, 2313, 2314, 2315, 2316, 2317, 2318, 2319, 2320, 2321, 2322, 2323, 2324, 2325, 2326, 2327, 2328, 2329, 2330, 2331, 2332, 2333, 2334, 2335, 2336, 2337, 2338, 2339, 2340, 2341, 2342, 2343, 2344, 2345, 2346, 2347, 2348, 2349, 2350, 2351, 2352, 2353, 2354, 2355, 2356, 2357, 2358, 2359, 2360, 2361, 2362, 2363, 2364, 2365, 2366, 2367, 2368, 2369, 2370, 2371, 2372, 2373, 2374, 2375, 2376, 2377, 2378, 2379, 2380, 2381, 2382, 2383, 2384, 2385, 2386, 2387, 2388, 2389, 2390, 2391, 2392, 2393, 2394, 2395, 2396, 2397, 2398, 2399, 2400, 2401, 2402, 2403, 2404, 2405, 2406, 2407, 2408, 2409, 2410, 2411, 2412, 2413, 2414, 2415, 2416, 2417, 2418, 2419, 2420, 2421, 2422, 2423, 2424, 2425, 2426, 2427, 2428, 2429, 2430, 2431, 2432, 2433, 2434, 2435, 2436, 2437, 2438, 2439, 2440, 2441, 2442, 2443, 2444, 2445, 2446, 2447, 2448, 2449, 2450, 2451, 2452, 2453, 2454, 2455, 2456, 2457, 2458, 2459, 2460, 2461, 2462, 2463, 2464, 2465, 2466, 2467, 2468, 2469, 2470, 2471, 2472, 2473, 2474, 2475, 2476, 2477, 2478, 2479, 2480, 2481, 2482, 2483, 2484, 2485, 2486, 2487, 2488, 2489, 2490, 2491, 2492, 2493, 2494, 2495, 2496, 2497, 2498, 2499, 2500, 2501, 2502, 2503, 2504, 2505, 2506, 2507, 2508, 2509, 2510, 2511, 2512, 2513, 2514, 2515, 2516, 2517, 2518, 2519, 2520, 2521, 2522, 2523, 2524, 2525, 2526, 2527, 2528, 2529, 2530, 2531, 2532, 2533, 2534, 2535, 2536, 2537, 2538, 2539, 2540, 2541, 2542, 2543, 2544, 2545, 2546, 2547, 2548, 2549, 2550, 2551, 2552, 2553, 2554, 2555, 2556, 2557, 2558, 2559, 2560, 2561, 2562, 2563, 2564, 2565, 2566, 2567, 2568, 2569, 2570, 2571, 2572, 2573, 2574, 2575, 2576, 2577, 2578, 2579, 2580, 2581, 2582, 2583, 2584, 2585, 2586, 2587, 2588, 2589, 2590, 2591, 2592, 2593, 2594, 2595, 2596, 2597, 2598, 2599, 2600, 2601, 2602, 2603, 2604, 2605, 2606, 2607, 2608, 2609, 2610, 2611, 2612, 2613, 2614, 2615, 2616, 2617, 2618, 2619, 2620, 2621, 2622, 2623, 2624, 2625, 2626, 2627, 2628, 2629, 2630, 2631, 2632, 2633, 2634, 2635, 2636, 2637, 2638, 2639, 2640, 2641, 2642, 2643, 2644, 2645, 2646, 2647, 2648, 2649, 2650, 2651, 2652, 2653, 2654, 2655, 2656, 2657, 2658, 2659, 2660, 2661, 2662, 2663, 2664, 2665, 2666, 2667, 2668, 2669, 2670, 2671, 2672, 2673, 2674, 2675, 2676, 26

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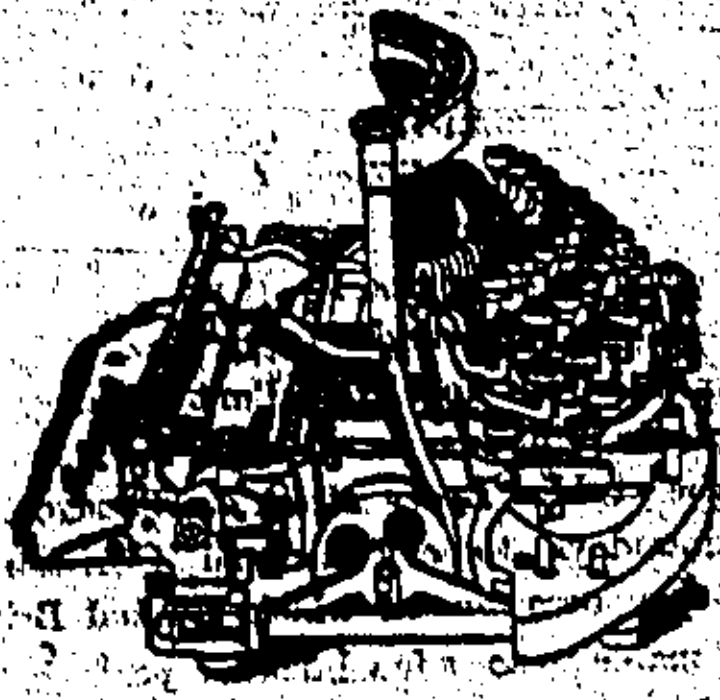
Supply the highest quality Wines, Spirits, Cigars and Cigarettes obtainable, consistent with price. All Wines and Spirits bottled in Europe by Shippers of world wide reputation.

Hongkong, December 12, 1911.

THE IMPERIAL TYPEWRITER

No. 3 \$150.00
No. 4 \$125.00
No. 5 \$135.00

The Imperial is the Strongest, most Durable and one of the Fastest writing machines in the World.



Unequalled Strength and Durability
Greatly Improved High Speed
Type (with Keyboards) changed in four seconds.
Visible two-colour writing.
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Clean and Beautiful Work.
30 Languages of international alphabets.
Various Type styles, all interchangeable.

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UNIVERSITY OF HONGKONG.

OPENING CEREMONY.

THE UNIVERSITY BUILDINGS will be OPENED ON MONDAY, MARCH 11th, 1912, at 2.30 P.M. by His Excellency SIR F. J. D. LUGARD, G.C.M.G., C.B., D.S.O., GOVERNOR OF HONGKONG & CHANCELLOR OF THE UNIVERSITY.

TO BE FOLLOWED BY A

UNIVERSITY BAZAAR.

(SEE SPECIAL ADVERTISEMENT)

Hongkong, February 11, 1912.

THE TRIUMPH OF OIL.

A NEW ERA IN THE NAVY.

The Naval Correspondent of the Daily Mail writes:—It has been said with a large measure of truth that the greatest revolution in human affairs are those which attract least attention at the outset. They operate slowly in the beginning; like rumour they start moving at a snail's pace and gather momentum as they proceed. It was thus that the influence of a little oil was and is generally overlooked. Only the master minds of Europe saw, with Goethe, what now seems to us an obvious fact—that a new age opened with the cannon of Valmy. Only the ablest engineers and economists realised the meaning of the tremendous change inaugurated in the mechanical world when oil replaced coal as the source of power, heat, and light.

That change has already advanced to a stage where the substitution of oil for coal is a practical fact—an economic gain. We have it laid down by experts in the Engineer that the use of oil in the economic point of view with oil at its present high price, manufacturers in England would benefit by its adoption. We may point to the opening of a service of petrol-propelled tramway-cars at Morecambe as a significant example of the fact. Now, if any transatlantic service is to be successful, it must be in the hands of a company that is a change from coal to petrol or to oil as the source of power.

By the coming of oil the whole conditions of war at sea will be modified. And there is yet another effect of the substitution of oil for coal to be taken into account. At present we export some 60 million tons of coal, valued at £27,000,000 a year. This trade is of enormous importance, in that it provides a large part of the ships bringing food and raw materials to our shores with return freight. Manufactured goods weigh but little in proportion to their value, and if only manufactured goods were exported, a large part of the shipping cost of raw materials in the import trade must take its outward voyage in ballast. This means that it must charge higher freight on imported goods. Our food would rise in price, and with it the cost of living, at the very time when the manufacturers would be facing the cost of raw materials as a fresh impediment in his competition with the foreigner.

The revolution, certain though this, will probably be slow. Many years must pass before the arrangements for oil supply throughout the world have been organised. Before a stable and regular supply of oil is secured, and before existing plants have been remodelled. But unquestionably that revolution would be accelerated by any marked rise in the cost of producing coal in Great Britain. It is for this reason that the Right Honourable Mr. Asquith, and the House of Commons, have passed a Bill to encourage the production of oil in the British Isles. It is a step which will be of great importance in the future of our naval and industrial life.

With oil, however, the position is revolutionised. The ship needs no elaborate tackle, no derricks to hoist heavy guns, no rollers to move the guns. The oil can be pumped from the tank ship through a flexible pipe, with no hard labour on the part of the ship's crew. The pumping can be carried on in safety, but the worst weather. If an enemy appears the ship can be dropped and the ship is ready for action. The ship is, indeed, cleared and prepared for battle while taking oil on board. No place of lights is wanted for the work at night. Hence an oil-burning ship is independent of port for motive power, and this fact alone means a reinforcement of 10 to 20 per cent to a blockading fleet.

Against this enormous gain the warship loses some degree of protection, which her coal-burners when her bunkers are full. But the weight saved by the substitution of oil for coal is so great that the designer will have a considerable displacement at his disposal for additional armament, and the ship will be able to carry more guns and more powerful ones.

There is another and even larger aspect of this revolution to be considered—its effect on the United Kingdom. We have little or no oil in this country, as for practical purposes the shale industry of Scotland may be disregarded. But we have very large deposits of coal, and to these we owe in no small degree our industrial primacy. In 1906 we mined 263 million tons of coal, valued at the pitmouth at £100,000,000, thus providing with work and wages 997,000 people. The cheapness, proximity to the sea, and abundance of our coal supplies have given our manufacturers a peculiar advantage. For two generations we might be said to have enjoyed a monopoly in the last thirty years that monopoly has passed and with it our industrial position has been unquestionably weakened. But what if the special advantages which we have so far enjoyed are to be transferred to other peoples? For that will be the meaning of the reign of oil.

In the Black Country may be seen a large area where great industries once flourished, but where now houses and buildings are in ruins and the industries have gone. The decay of that district has followed upon the exhaustion of its payable supply of coal. There is still coal enough in the Black Country to supply the needs of the district, but it is a change from coal to petrol or to oil as the source of power.

Higher freight on imported goods. And there is yet another effect of the substitution of oil for coal to be taken into account. At present we export some 60 million tons of coal, valued at £27,000,000 a year. This trade is of enormous importance, in that it provides a large part of the ships bringing food and raw materials to our shores with return freight. Manufactured goods weigh but little in proportion to their value, and if only manufactured goods were exported, a large part of the shipping cost of raw materials in the import trade must take its outward voyage in ballast. This means that it must charge higher freight on imported goods. Our food would rise in price, and with it the cost of living, at the very time when the manufacturers would be facing the cost of raw materials as a fresh impediment in his competition with the foreigner.

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HONGKONG AVERAGE MARKET PRICES

Corrected to February 28, 1912. At 100 units per Dollar Measure.

Butcher Meats

Beef Saddle & Prime Cut—Moi Lung Pa	lb 20
Corned—Ham Ngau Yik	20
Roast—Shiu	20
Roast—Nagu Lam	10
Scap—Tong Yik	10
Steak—Ngau Yik Pa	20
Sirloin Coton—Ngau Lau	20
Sausages—Ngau Chang	24
Bullock's Brains—Kwong	per set 9
Tongue fresh—Ngau Li	each 45
Corned—Ham Ngau Yik	20
Heart—Ngau Sun	15
Kidney—Ngau Sun	15
Feet—Ngau Kark	each 9
Kidneys—Ngau Yik	15
Liver—Ngau Kark	15
Tips (undressed)—Ngau To	6
Calves Head & Feet—Ngau-chai-tau-kark	set 11
Mutton Chop—Yeung Fui Kwai	lb 22
Leg—Yeung Fui	22
Shoulder—Yeung Shan	20
Pig Chiddings—Chu Chong	22
Brains—Chu Kwong	per set 12
Feet—Chu Kwong	lb 12
Fry—Chu Kwong	25
Head—Chu Kwong	15
Heart—Chu Kwong	15
Kidneys—Chu Kwong	9
Liver—Chu Kwong	15
Pork Chop—Chu Kwong	20
Corned—Ham Chu Kwong	20
Leg—Chu Kwong	25
Fat or Lard—Chu Kwong	15
Sheep's Head and Feet—Yeung Tau Kark	set 50
Heart—Yeung Sun	each 6
Kidneys—Yeung Yik	9
Liver—Yeung Sun	10
Sucking Pigs To Order—Chu Kwong	22
Suet, Beef—Sung Ngau Yik	20
Mutton—Sung Ngau Yik	20
Veal—Ngau Chai Yik	20
Sausages—Ngau Chai Chang	20

Poultry

Chicken—Kai Chai	b 42
Capon, Large, Small—Sin Kai	40
Ducks—Ap	33
Doves—Pan Kau	each 24
Eggs, Hen—Kai Tan	lb 45
Fowls, Canton—Kai	40
Hainan—Hoi Nam Kai	40
Geese—Ngi	26
Geese, Wild—Shang-ho Yea Ngai pan	each 25
Marble Duck—Wong Kwong	each 25
Hare, Shanghai—Tu Chai	65
Partridge—Che Khoo	pair 1.60
Phoenix—Shan Kai	each 42
Pigeons, Canton—Pak Kung	each 22
Hohow—Hoi Hoi Pak Kung	22
Quail—Un Chun	dozen 25
Rice Birds—Wo Fa Cheuk	each 25
Snipe—Se Choy	lb 60
Turkeys, Cook—Phor Kai Kung	45
Men	Na
Wild Ducks, Shanghai—Shang-hoi Sui Ap	\$1.20
Local—Sui Ap Chai	60
Wild Ducks Canton—Sung Shing Sui Ap	\$1.10

Fish

Barbel—Ka Yu	lb 10
Bream—Bin Yu	15
Canton Fresh Water Fish—Hoi Sun Yu	15
Carp—Li Yu	20
Catfish—Chik Yu	15
Codfish—Shun Yu	15
Crab—Hoi	15
Cuttle Fish—Mok Yu	15
Dab—Sa Mang Yu	14
Dace—Wong Mei Lun	12
Dog Fish—Tik Yu	8
Eels, Congor—Hoi Mann	15
Fresh water—Tan Sio Yu	15
Eels, Yellow—Wong Sun	20
Frog—Tien Kai	32
Garoupa—Sak Pan	66
Gudgeon—Pak Kung Yu	12
Herring—Tio Pak	18
Halibut—Chung Kwai Kung	18
Lahna—Wong Fa Yu	18
Loach—Wu Yu	20
Longfin—Long Ho	20
Mackerel—Chi Yu	22
Milk Fish—Mong Yu	22
Mullet—Chai Yu	22
Oyster—Sung Mo	20
Pomfret—Kai Kung Yu	12
Prawn—Tio Pak	18
Pike—Tio Pak	18
Pomfret—Tio Pak	18
Shrimp—Tio Pak	18
Sole—Tio Pak	18
Squid—Tio Pak	18
Tilapia—Tio Pak	18
Trout—Tio Pak	18
Wahoo—Tio Pak	18
Whiting—Tio Pak	18

Meat

Corrected to February 28, 1912. At 100 units per Dollar Measure.

Butcher Meats

Beef Saddle & Prime Cut—Moi Lung Pa	lb 20
Corned—Ham Ngau Yik	20
Roast—Shiu	20
Roast—Nagu Lam	10
Scap—Tong Yik	10
Steak—Ngau Yik Pa	20
Sirloin Coton—Ngau Lau	20
Sausages—Ngau Chang	24
Bullock's Brains—Kwong	per set 9
Tongue fresh—Ngau Li	each 45
Corned—Ham Ngau Yik	20
Heart—Ngau Sun	15
Kidney—Ngau Sun	15
Feet—Ngau Kark	each 9
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Liver—Ngau Kark	15
Tips (undressed)—Ngau To	6
Calves Head & Feet—Ngau-chai-tau-kark	set 11
Mutton Chop—Yeung Fui Kwai	lb 22
Leg—Yeung Fui	22
Shoulder—Yeung Shan	20
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Sole—Tio Pak	18
Squid—Tio Pak	18
Tilapia—Tio Pak	18
Trout—Tio Pak	18
Wahoo—Tio Pak	18
Whiting—Tio Pak	18

Banks

HONGKONG & SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL \$15,000,000
RESERVE FUND \$15,000,000
Sterling \$15,000,000
Silver \$15,000,000
REVENUE LIABILITY OF PROPRIETORS \$15,000,000

CHIEF MANAGERS:

Hongkong—N. J. STABB.
Shanghai—H. E. R. HUNTER.
LONDON BANKERS—LONDON COUNTY AND WESTMINSTER BANK, LIMITED.
HONGKONG—INTEREST ALLOWED.
On Current Account at the rate of Two per cent. per annum on the daily balance.
On Fixed Deposits:—
For 3 months 2 1/2 per cent. per annum.
For 6 months 3 per cent. per annum.
For 12 months 3 1/2 per cent. per annum.
N. J. STABB, Chief Manager.
Hongkong, February 17, 1912.

HONGKONG SAVINGS BANK.

THE business of the above Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION. Rules may be obtained on application.

INTEREST on deposits is allowed at 4 PER CENT. per annum.

Depositors may transfer at their option balances of \$100 or more to the HONGKONG AND SHANGHAI BANK, to be placed on FIXED DEPOSIT at 4 PER CENT. per annum.

For the Hongkong and Shanghai Banking Corporation,
N. J. STABB, Chief Manager.
Hongkong, January 24, 1911.

THE YOKOHAMA SPECIE BANK, LTD.

ESTABLISHED 1880.

PAID-UP CAPITAL Yen 40,000,000.
PAID-UP CAPITAL 30,000,000.
RESERVE FUND 17,150,000.

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Interest allowed on Current Accounts.
Deposits received for fixed periods at rates to be obtained on application.
TAKEO TAKAMICHI, Manager.
Yokohama, September 26, 1911.

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CAPITAL, PAID-UP Gold \$3,250,000.
RESERVE FUND Gold \$3,250,000.
Gold \$5,500,000.

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NATIONAL PROVINCIAL BANK OF ENGLAND, Ltd.
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BRANCHES AND AGENTS ALL OVER THE WORLD.

THE Corporation transacts every description of Banking and Exchange business, receives money on Current Account at the rate of 2 1/2 per cent. per annum on daily balances and accepts Fixed Deposits at the following rates:—
For 12 months 4 per cent. per annum.
For 6 months 3 1/2 per cent. per annum.
For 3 months 3 per cent. per annum.
GEO. HOGG, Manager.
Bank of China, Hongkong.

Banks

THE MERCHANTS BANK OF INDIA, LIMITED.

AUTHORIZED CAPITAL £1,500,000
RESERVE FUND £1,125,000
PAID-UP £1,125,000
RESERVE FUND £325,000

HEAD OFFICE:

40 THE MERCHANTS STREET, LONDON, E.C.
BRANCHES: Calcutta, Bombay, Madras, Penang, Rangoon, Singapore, Suez, Yokohama.

AGENTS IN JAPAN:

Messrs JARDINE, MATHESON & Co., Ltd.

BANKERS:

BANK OF ENGLAND.

Every description of Banking and Exchange business transacted, and Stocks and Shares bought and sold on account of constituents. Letters of Credit granted on agents and Correspondents all over the world.

Interest allowed on Current Accounts at 2 1/2 per cent. per annum on the daily balance and on Fixed Deposits as under:—
For 3 months 2 1/2 per cent. per annum.
For 6 months 3 per cent. per annum.
For 12 months 3 1/2 per cent. per annum.
F. C. MACDONALD, Acting Manager.
Hongkong, July 18, 1911.

NEDERLANDSCHE HANDELSMAATSCHAPPIJ.

(NEDERLANDS TRADING SOCIETY).
ESTABLISHED 1824.

PAID-UP CAPITAL £1,450,000 (\$2,750,000).
RESERVE FUND £1,712,517 (\$2,893,693).

HEAD OFFICE—AMSTERDAM.

HEAD AGENCY—BATAVIA.

BRANCHES:

Singapore, Penang, Shanghai, Rangoon, Semarang, Sourabaya, Djember, Charbon, Regal, Peking, Tientsin, Hankow, Canton, Hongkong, Yokohama, Kobe, Osaka, Manila, Cebu, Batavia, Soerabaja, Bencoolen, Palembang, Rotterdam, London, Antwerp, Amsterdam, Paris, Lyons, Marseilles, Bordeaux, Calcutta, Bombay, Madras, Calcutta, Rangoon, Singapore, Penang, Hongkong, Shanghai, Yokohama, Kobe, Osaka, Manila, Cebu, Batavia, Soerabaja, Bencoolen, Palembang, Rotterdam, London, Antwerp, Amsterdam, Paris, Lyons, Marseilles, Bordeaux, Calcutta, Bombay, Mad

Shipping

PENINSULAR AND ORIENTAL STEAM
NAVIGATION COMPANY.HOMEWARD PASSENGER SEASON 1912.
PROPOSED SAILINGS OF MAIL STEAMERS

MARSEILLES & LONDON.

TAKING PASSENGERS ALSO FOR
LOMBE, INDIA, AUSTRALASIA, EGYPT, BRINDISI, &c.
THROUGH TICKETS ISSUED TO BOSTON AND NEW YORK.

Steamer	Tons	Leave Hongkong	Connecting Steamer from Colombo to	Due Marseilles (Brindisi 3 days earlier)	Due London (London 1 day later)
INDIA	8000	March 16	Through Steamer	April 13	April 19
DEVANHA	8000	March 30	MOHAWA	April 27	May 3
DELTA	8000	April 13	MALWA	May 11	May 17
ARABIA	7000	April 27	MALWA	May 25	May 31
DEVANHA	8000	May 11	CHINA	June 8	June 14
DEVANHA	8000	May 25	CHINA	June 22	June 28
DELTA	8000	June 8	MACDONALD	July 6	July 12
ARCADIA	7000	June 22	MOREA	July 20	July 26

Passengers change Steamers at COLOMBO, with exception of s.s. "INDIA" and those for BRINDISI transfer also to the Express Mail Steamer at PORT SAID. Accommodation in the connecting Steamer from COLOMBO is definitely reserved in Hongkong at the time of Booking.

FARES TO LONDON

1st SALOON £71.10 SINGLE, £106.14 RETURN.

2nd SALOON £48.8 SINGLE, £72.12 RETURN.

IN ADDITION TO THE ABOVE MAIL STEAMERS

INTERMEDIATE (NOT-TRANSFER) STEAMERS

SAIL LEAVE FOR

LONDON.

STEAMERS	Leave Hongkong	Due London
WILE	March 16	April 19
SUBIA	March 30	May 3
SUMATRA	April 13	May 17
WAMUR	April 27	May 31
SALAWAN	May 11	June 14
BORNEO	May 25	June 28
SYRIA	June 8	July 12
WORE	June 22	August 10

These Steamers call also at SINGAPORE, PENANG, COLOMBO, and at MARSEILLES.

1st SALOON £71.10 SINGLE, £106.14 RETURN.

2nd SALOON £48.8 SINGLE, £72.12 RETURN.

For further particulars apply to

E. A. HEWETT,

Superintendent.

MESSAGERIES MARITIMES
FRENCH MAIL LINES.FORTNIGHTLY SERVICE TO AND FROM EUROPE,
Via SUEZ CANAL.
FORTNIGHTLY SERVICE TO AND FROM JAPAN,
Via SHANGHAI.

For	STEAMERS	CAPTAIN	To SAIL
SHANGHAI, KOBE AND YOKOHAMA	AUSTRALIEN	ADRIAN	Mar. 11, about 6 P.M.
MARSEILLES, Via Ports	DUMBEA	SELLIER	Mar. 12, at 1 P.M.

TRANSFERRING on the Co's Steamers at SINGAPORE, PENANG, COLOMBO, and at MARSEILLES for CALCUTTA, BOMBAY and AUSTRALIA, at PORT SAID for the LEVANT, CONFLUENCE and BLACK SEA.

Through Tickets to London, via Paris, from £27.10 up to £71.10. 20 hours railway from MARSEILLES to London. Interpreters meet passengers on their arrival in Marseilles.

For further particulars apply to

P. THOMAS, Agent,
QUEEN'S BUILDING.DOUGLAS STEAMSHIP CO., LD.
HONGKONG-SOUTH CHINA COAST PORTS.

HIGHEST Class, fastest and most luxurious Steamers on the Coast, having splendid accommodation for First-Class Passengers. Electric Light. Excellent Cuisine.

FOR SWATOW, AMOY & FOOCHOW
AND RETURN.

(Occupying 9 to 10 Days).

STEAMERS	CAPTAIN	LEAVING
HAICHING	Capt. W. O. Passmore	THURSDAY, 7th Mar., at 11 A.M.
HAIFAN	Capt. J. S. Roach	THURSDAY, 10th Mar., at 10 A.M.
HAIFANG	Capt. J. W. Evans	THURSDAY, 14th Mar., at 11 A.M.

FOR SWATOW AND RETURN.

(Occupying 5 Days).

STEAMERS	CAPTAIN	LEAVING
HAIMUN	Capt. A. H. Stöckert	FRIDAY, 8th Mar., at 11 A.M.
		TUESDAY, 12th Mar., at 11 A.M.

Steamers will arrive at, and depart from, the Company's Wharf near Black Pier.

For Freight and Passage, apply to

DOUGLAS, LAPRAIK & CO.,
General Managers.PHILIPPINES STEAM-
SHIP CO.

STEAMERS	Tons	Captain	For	Sailing Date
SAVIO	4,000	M. O. Smith	Manila, Macapagal, Iloilo & Cebu	Monday, Mar. 11, at 4 P.M.
EVRI	4,000	S. Orsely	Manila, Macapagal, Iloilo & Cebu	Wednesday, Mar. 20, at 4 P.M.

For Freight and Passage, apply to

Shewan, Thomas & Co., General Managers.

Shipping.

THE BANK LINE, LIMITED.

REGULAR SERVICE FROM HONGKONG TO
VANCOUVER, B.C., SEATTLE & PORTLAND (Or),
via SHANGHAI and JAPAN PORTS.

Carrying Cargo on through Bills of Lading to all Overland Common Points.

STEAMER	Tons	CAPTAIN	ON OR ABOUT
ORTERIO			6th March
HERCULES			16th March

For MANILA.
To be followed by other steamers of the Company at regular intervals.
The Bank Line Steamers are of the Newest Design, have most accommodations Accommodation and are fitted throughout with Electric Light and Wireless Telegraphy.
Special Parcel Express to American and Canadian Ports.
Will call at AMOY and KANZUKE if sufficient inducement offers.
For Rates or Freight or Passage apply to

THE BANK LINE, LIMITED.

KING'S BUILDING, PRINCE CENTRAL.

Telephone No. 780.

INDIAN AFRICAN LINE.

CARGO carried on through Bills of Lading from Hongkong to BEIRA, DELAGOA BAY, DURBAN (NATAL), EAST LONDON, RUST ELIZABETH and CAPE TOWN with transshipment at COLOMBO to steamers of the Indian African Line.

FROM HONGKONG. NEXT SAILING.
27th February. s.s. 'Comarc,' 10th March
For Rates and further information, apply toTHE BANK LINE, LIMITED,
(MANAGING AGENTS).

Hongkong, April 1, 1911.

CONFERENCE WEIR LINE.

REGULAR SERVICE FROM CALCUTTA TO RIVER PLATE.
THE Steamers of this Service provide Quickest transit from the Orient to the Argentine.

Cargo carried on Through Bills of Lading from Hongkong to River Plate Ports transshipping to Conference Weir Line steamers at Calcutta.

PROPOSED SAILINGS

FROM HONGKONG FROM CALCUTTA
Pasenger Sailing End January.
For rates of Freight and further particulars apply toTHE BANK LINE, LIMITED,
(MANAGING AGENTS).New Line of Steamers
South African Ports.

ORIENTAL AFRICAN LINE

REGULAR Direct Service from Japan, China, and Straits to Beira, Delagoa Bay, Durban, East London, Port Elizabeth and Cape Town, calling at Mauritius. Efficient inducement offered, and affording the Quickest Freight Transport from the Orient to South Africa.

PROPOSED SAILINGS.
S.S. 'KATANGA,' 5,000 tons, to be despatched 1st Half of May.
S.S. 'DUNKER,' 4,000 tons, to follow.
And regularly thereafter.
For rates of Freight or regularly Passage apply toTHE BANK LINE, LIMITED,
(Managing Agents).

Hongkong, August 22, 1911.

THE EASTERN & AUSTRALIAN
MAIL SERVICE

TO AUSTRALIA.

MAIL SCHEDULE

(SUBJECT TO MODIFICATION)

STEAMERS	ARRIVE HONGKONG FROM AUSTRALIA	LEAVE HONGKONG FOR AUSTRALIA
EMPIRE	Mar. 8	Mar. 30th, at Noon
ST. ALBANS	Mar. 8	Mar. 27th, at Noon
EASTERN	Mar. 8	Mar. 25th, at Noon
ALDENHAM	May 17	June 8th, at Noon

THE above Steamers are fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice, Fresh Fruit, etc., and are lighted throughout with Electricity. A daily qualified Doctor and Stewardess are carried.

GIBB, LIVINGSTON & CO
Agents.

Hongkong, November 2, 1911.

THE CHINA MAIL
COMBINED COLOURED
TYPHOON MAP & GUIDEShowing tracks and daily progress of the big Typhoons during the last twenty years.
And enabling one to locate the centre of a Typhoon.

MOUNTED ON CARDBOARD AND TAPED FOR HANGING.

Price 40 cents

FROM THE CHINA MAIL CO.

Shipping

P. & O.
Steam Navigation Co.

HOMEWARD PASSENGER SEASON 1912.

S.S. 'INDIA,' (8,000 Tons).

THIS THROUGH MAIL STEAMER FOR MARSEILLES AND LONDON DIRECT, WILL LEAVE HONGKONG ON MARCH 16th, 1912, CALLING AT STRAITS, COLOMBO, ADEN, EGYPT, MARSEILLES AND GIBRALTAR, AND IS DUE TO ARRIVE AT

MARSEILLES April 13th.

LONDON April 20th.

The Accommodation in this Vessel is at the entire disposal of Passengers from the Far East.

FARES TO LONDON.
1st SALOON £71.10 SINGLE, £106.14 RETURN.
2nd SALOON £48.8 SINGLE, £72.12 RETURN.For Further Particulars, apply to
E. A. HEWETT, Superintendent.
Hongkong, September 1, 1911.

AUSTRIAN LLOYD

(Under Mail Contract with the Austrian Government).

MONTHLY FAST DIRECT SERVICE TO TRIESTE

Via SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT SAID.

S.S. 'AFRICA,' 8,840 tons, will leave above on March 16th, 1912, at 5 p.m.
S.S. 'KORBER,' 9,000 tons, will leave as above on April 14th, 1912, at 5 p.m.
Superior accommodation for 1st and 2nd Class and Steaming passengers. Cheap rates, Hongkong-Trieste Venice 230 1st class, 236 2nd class. No surtax, no tips, no inside Cabins, excellent cuisine, Doctor, Laundry, Wireless Telegraphy.

TO SHANGHAI.

S.S. 'AFRICA,' 8,840 tons, will leave as above on March 16th, at 6 a.m.

MONTHLY ORDINARY SERVICE.

S.S. 'VORWAERTS,' 12,900 tons, will leave for TRIESTE, FIUME and VENICE via SINGAPORE, PENANG, COLOMBO, BOMBAY, KARACHI, ADEN, SUEZ, PORT SAID, on the 24th March.

S.S. 'AUSTRIA,' 16,000 tons, will leave for TRIESTE, FIUME and VENICE via SINGAPORE, PENANG, COLOMBO, BOMBAY, KARACHI, ADEN, SUEZ, PORT SAID, on the 2nd April.

These steamers are fitted with comfortable One class accommodation for Saloon passengers. Cheap rates, Hongkong-Trieste Venice 243 no surtax, excellent cuisine, Doctor, Wireless Telegraphy.

ROUND THE WORLD TICKETS ARE ISSUED.

Cargo is taken at through rates to all ports in the Adriatic, the Levant and Black Sea, also to North and South America. For information apply to

SANDER, WIELER & CO., Agents,

PRINCES' BUILDING.

Hongkong, January 3, 1912.

DIRECT ROUTE TO AMERICA.
GREAT NORTHERN STEAMSHIP COMPANY

S.S. 'MINNESOTA'

Capacity 28,000 Tons. Length 650 Feet. Beam 72 Feet.
21,000 Tons Gross Register. 34,500 Tons Displacement.
EQUIPPED WITH WIRELESS TELEGRAPHY.
(CAPT. T. W. GABRIEL).

Sails from Hongkong on FRIDAY, May 3rd, at Noon.

FOR SEATTLE via NAGASAKI, KORE & YOKOHAMA.

LUXURIOUS PASSENGER ACCOMMODATION—Suites and state-rooms (all outside rooms), Music room, Library, Smoking room, Nursery, Laundry, Telephone, etc.

Direct connection at Seattle with Great Northern and Northern Pacific Railways for all points in the United States, Canada and Europe.

Cabin passengers may travel by rail if desired between ports of Yokohama, Kobe and Nagasaki, without extra charge.

For full information regarding freight or passage apply to

NIPPON YUSEN KAISHA, Passenger's Bureau.

Hongkong, November 1, 1911.

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Notices to Consignees

NOTICE TO CONSIGNEES

STEAMSHIP YAMAGUCHI

FROM YAMAGUCHI, YAMAGUCHI, YAMAGUCHI

HARUKA AND HODOKA

THE above Steamer having arrived from Yamaguchi, Consignees of Cargo are hereby notified to send in their Bills of Lading for counter-signature, and to take immediate delivery of their Goods from the Steamer. Cargo impeding the discharge of the Vessel will be landed and stored at the consignee's risk and expense, and no claims will be allowed for any loss or damage to any one whatsoever.

DODWELL & CO. LIMITED.

Hongkong, March 2, 1912.

NOTICE TO CONSIGNEES

TOKYO KISEN KAISHA

NOTICE TO CONSIGNEES

FROM SAN FRANCISCO, JAPAN

PORTS & MANILA

THE SANGHAI MARU

The above named Steamer having arrived, Consignees of Cargo are hereby notified to send in their Bills of Lading for counter-signature, and to take immediate delivery of their Goods from the Steamer. Cargo impeding the discharge of the Vessel will be landed and stored at the consignee's risk and expense, and no claims will be allowed for any loss or damage to any one whatsoever. No Fire Insurance will be effected.

Y. MATSUDA, Agent.

Hongkong, March 2, 1912.

NOTICE TO CONSIGNEES

STEAMSHIP BERNALDO

FROM LEITH, LONDON AND

STRAITS

CONSIGNEES of Cargo are hereby notified to send in their Bills of Lading for counter-signature, and to take immediate delivery of their Goods from the Steamer. Cargo impeding the discharge of the Vessel will be landed and stored at the consignee's risk and expense, and no claims will be allowed for any loss or damage to any one whatsoever. No Fire Insurance will be effected.

GIBB, LIVINGSTON & CO., Agents.

Hongkong, March 2, 1912.

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